

## **REMARKS**

Claims 7-10 and 12-14 are presently in the application. Claims 1-6 and 11 have been canceled.

Reconsideration of the rejection of claims 7-10 and 12-14 under 35 U.S.C. 112, second paragraph, as indefinite, is respectfully requested.

The second paragraph of 35 U.S.C. 112 requires claims to set out and circumscribe a particular area with a reasonable degree of precision and particularity. In re Johnson, 558 F.2d 19008, 1015, 194 USPQ 187, 193 (CCPA 1977).

As explained in the specification, different vehicle manufacturers often have different designs and plug positions for the connector plug for the electrical system of the vehicle which is to be connected to the motor-and-gear assembly for operating various accessories on the vehicle, such as, front and rear window wipers, power window units, etc. This has required motor-and-gear assembly manufacturers to design, manufacture, and store transmission casing covers adapted specifically to these various connector plugs so that the motor-and-gear assembly can be connected to a particular transmission casing cover for each vehicle manufacturer. Applicants' invention eliminates the need for individually designed casing covers by providing an adaptor having a first group of electrical contacts adapted to connect with a standard or uniform socket design provided on the casing cover of the motor-and-gear assembly and a second group of electrical contacts adapted to connect with the particular connector plug for the electrical system of the vehicle in which the motor-and-gear assembly is used.

Claim 7 is directed to an electric motor-and-gear assembly having, inter alia, a transmission casing closed by means of a casing cover, and having a socket (13) that is disposed in the casing cover and adapted to be contacted by means of a connector plug associated with a vehicle in order to connect the electric motor of the electric motor-and-gear assembly to the electrical system of the vehicle, and an interchangeable adapter attached to the socket in the casing cover, the adapter having a first group (16) of electrical contacts adapted to the socket (13) and a second group (17) of electrical contacts adapted to the connector plug associated with the vehicle, the contacts of the two contact groups (16, 17) being connected to one another in an electrically conductive manner inside the adapter.

The “connector plug” in claim 7, line 5, is the plug associated with the electrical system in the vehicle. This is the same plug recited in claim 7, line 9. Of course, different vehicles may have different connector plug designs. Accordingly, different adapters are provided to fit the connector plug designs of different vehicles.

When read in the context of the applicants’ specification, it is submitted that claim 7 sets out and circumscribes a particular area with a reasonable degree of precision and particularity and that one of ordinary skill in the art would have no difficulty in ascertaining the meets and bounds of applicants’ claimed invention.

Reconsideration of the rejection of claim 7-10 and 12-14 under 35 U.S.C. 103(a) as unpatentable over Yamamoto et al (US 6,203,293) in view of Yu (US 6,022,189), the admitted prior art, Maue et al (US 4,830,621), Vollmer (US 4,736,177) and Allaire (US 5,341,812) is respectfully requested.

The examiner uses Yamamoto et al, Yu and the admitted prior art (specification, page 1, lines 9-18) to establish that the structure defined by the language "An electric motor-and-gear assembly for driving automotive power accessories . . . to the electrical system of the vehicle" (claim 7) was well known in the art before applicants' invention

Yamamoto et al is also cited for its teaching of an "adapter" (6, Fig. 2; 20, Fig. 6) having a first group (14) of electrical contacts adapted to the socket (7) in the casing cover 4 of the motor and a second group (at 17 or 27) of electrical contacts adapted to a connector plug, with the contacts of the two contact groups being connected to one another in an electrically conductive manner inside the "adapter."

Vollmer et al teaches a plurality of adapters 11-14 (fig. 1) each of which has contacts adapted to mate with a socket 30 of an electrical device 10 and a variety of other contacts 40, 57, 58, 59 adapted to mate with different client plugs 60, 65 or 67. A similar concept is show in Figs. 2A-2C of Allaire et al.

Maue et al teaches an intermediate connector 19 having male and female contacts.

Claim 7 is directed to an electric motor-and-gear assembly for driving automotive power accessories such as front and rear wipers, power window units, or the like, said assembly having a transmission casing (10) closed by means of a casing cover (12), and having a socket (13) that is disposed in the casing cover (12) and adapted to be contacted by means of a connector plug in order to connect the electric motor to the electrical system of the vehicle, and an interchangeable adapter (15; 15'; 15") attached to said socket (13), said adapter having a first group (16) of electrical contacts adapted to the socket (13) and a second group (17) of electrical contacts adapted to the

connector plug, said contacts of the two contact groups (16, 17) being connected to one another in an electrically conductive manner inside the adapter (15; 15'; 15''), wherein the contacts of the two contact groups (16, 17) of the adapter (15; 15'; 15'') are comprised of plug tabs (18, 19) of which the one group of plug tabs (18) are embodied so that they can be slid in a positively engaging fashion into the socket (13) and the other plug tabs (19) are embodied so that they can be slid in a positively engaging fashion into plug sleeves of a connector plug, and wherein the electrical connection between the plug tabs (18, 19) is produced by means of strips or struts (21) disposed in the adapter body (20; 20') whose ends have the plug tabs (18, 19) formed onto them and of one piece with them.

Yamamoto discloses a controller 6 having female terminals 14 adapted to be connected to male terminals 8 of the socket connector 7. The controller 6, therefore, does not have two contact groups on both sides of the adapter that are each embodied as plug tabs (male) as required by claim 7. Further, Yamamoto's controller 6 includes additional internal components, such as, the transistor 28 (Fig. 8), which require separate connections intermediate the two contact groups on both sides of the adapter. Thus, Yamamoto fails to teach or suggest an electrical connection between plug tabs produced by means of strips or struts disposed in the adapter body whose ends have the plug tabs formed onto them and of one piece with them.

Maue discloses a "junction block 4" with a "multiconnector block 19." The latter has electrodes 24 (male) on one side. However, on the underside 22, the electrical contacts are embodied as "female receptacles 26," into which "male plugs 14" of the "connector 13" are plugged. Therefore, Maue does not show that both contact groups

of the "multiconnector block 19" are embodied as male plug tabs as required by claim 7. Further, the sectional view in Fig. 3 shows that the contact groups are not integrally formed onto electrical connections between the plug tabs.

Vollmer discloses an electromagnetic actuator with an adapter. The adapter element 11 has contact tongues (leads 40) on only one side. On the back side of the adapter, "enter holes 39" are formed on, as electrical contacts, as can be seen in Fig. 2. Vollmer, therefore, likewise provides no teaching of disposing contact groups, embodied as plug tabs, on both sides of the adapter, which groups are embodied integrally with enclosed electrically conductive strips.

Allaire et al discloses an electrocardiograph monitor with an adapter. The adapter, on one end, has "male circular elements 134," but on the opposite end the adapter has "female contacts 208," into which "male contact pins 204" are plugged, as shown in Fig. 2a. Since in Fig. 3b electronic components 136 are likewise connected in the interior of the adapter, the two contact groups on the ends of the adapter are not embodied integrally with the enclosed strips or struts.

To establish prima facie obviousness of a claimed invention, all the claim limitations must be taught or suggested by the prior art. In re Royka, 490 F.2d 981, 180 USPQ 580 (CCPA 1974). None of Yamamoto et al, Yu, the admitted prior art, Maue et al, Vollmer and Allaire teaches or suggests an electric motor-and-gear assembly of the type recited in claim 7 in which the contacts of the two contact groups of the adapter are comprised of plug tabs and the electrical connection between the plug tabs is produced by means of strips or struts disposed in the adapter body whose ends have the plug tabs formed onto them and of one piece with them. Accordingly, claim 7 and

the claims dependent therefrom are not rendered obvious by the combined teachings of the applied prior art.

In addition, dependent claim 10 further defines the adapter as having an adapter body (20; 20'), a first end (201) with a recess (22) formed therein in which the plug tabs (19) of one contact group (17) are disposed and can be accessed and that the plug tabs (18) of the other contact group (16) protrude from an underside surface of the adapter body (20; 20') close to a second end (202) of the adapter body (20; 20'). See Figs. 2 and 3. Dependent claim 12 defines the adapter as a flat plastic plate (23) and the plug tabs (18) of the one contact group (16) protrude from one side of the plastic plate (23) and the plug tabs (19) of the other contact group (17) protrude from the other side of the plastic plate (23). None of the applied prior art teaches or suggests the additional limitations of claims 10 and 12.

Reconsideration of the rejection of claims 7-10 and 12-14 under 35 USC 103(a) as unpatentable over Japan 10-225048 in view of the admitted prior art is requested.

The examiner describes Japan 10-225048 as disclosing an adapter 72. However, Japan 10-225048 does not teach that the adapter 72 includes two contact groups comprised of plug tabs of which the one group of plug tabs are embodied so that they can be slid in a positively engaging fashion into the socket and the other plug tabs are embodied so that they can be slid in a positively engaging fashion into plug sleeves of a connector plug, and wherein the electrical connection between the plug tabs is produced by means of strips or struts disposed in the adapter body whose ends have the plug tabs formed onto them and of one piece with them as required by claim 7. The admitted prior art fails to solve the basis deficiencies of the primary reference.

Since each of Japan 10-225048 and the admitted prior art fails to teach or suggest an electric motor-and-gear assembly of the type recited in claim 7 in which the contacts of the two contact groups of the adapter are comprised of plug tabs and the electrical connection between the plug tabs is produced by means of strips or struts disposed in the adapter body whose ends have the plug tabs formed onto them and of one piece with them, claim 7 and the claims dependent therefrom are not rendered obvious by the combined teachings of Japan 10-225048 and the admitted prior art.

Further, none of the applied prior art teaches or suggests the additional limitations of claims 10 and 12.

Reconsideration of the rejections of claims 7-10 and 12-14 under 35 USC 103(a) as unpatentable over Harting et al (US 5,885,102) in view of the admitted prior art, Allaire, Vollmer and Maue and of the rejection of claims 7-10 and 12-14 under 35 USC 103(a) as unpatentable over Harting et al in view of Houser (US 4,466,686) is requested.

Harting et al and Houser both teach electric lines which are fixedly connected to the components identified by the examiner as an "adapter" (4 in Harting; 60 in Houser). Neither reference teaches or suggests an adapter including two contact groups comprised of plug tabs of which the one group of plug tabs are embodied so that they can be slid in a positively engaging fashion into the socket and the other plug tabs are embodied so that they can be slid in a positively engaging fashion into plug sleeves of a connector plug, and wherein the electrical connection between the plug tabs is produced by means of strips or struts disposed in the adapter body whose ends have the plug tabs formed onto them and of one piece with them as required by claim

7. The admitted prior art, Allaire, Vollmer and Maue fail to solve the basis deficiencies of Harting et al.

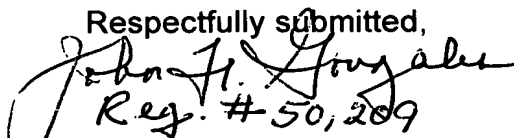
Since each of the applied references fails to teach or suggest an electric motor-and-gear assembly of the type recited in claim 7 in which the contacts of the two contact groups of the adapter are comprised of plug tabs and the electrical connection between the plug tabs is produced by means of strips or struts disposed in the adapter body whose ends have the plug tabs formed onto them and of one piece with them, claim 7 and the claims dependent therefrom are not rendered obvious by the combined teachings of Harting et al, the admitted prior art, Allaire, Vollmer and Maue or of Harting et al in view of Houser.

Further, none of the applied prior art teaches or suggests the additional limitations of claims 10 and 12.

Please charge the fee for any necessary extension of time to deposit account No. 07-2100.

Entry of the amendment and allowance of the claims is respectfully requested.

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